



FAA Intercom

Garvey Approves Pay Raise in 2000

Administrator Jane Garvey has approved a 4.8 percent average pay raise for FAA employees, effective the first pay period in January.

The pay increase includes a general comparability increase for all employees nationwide and locality pay increases that will vary by geographic areas. At press time, no decisions had been made on how the pay increase will be split between the general increase and the locality pay increases, but the average nationwide will be approximately 4.8 percent.

The pay increase, approved by President Clinton for nearly all federal employees, is no longer automatic for FAA employees. Under the FAA's personnel management system that became effective in April 1996, the FAA has the authority to set its own pay, including annual increases. For employees in bargaining units, this decision was reached in collaboration with their respective labor unions.

The administrator said her decision to approve the increase was based primarily on her assessment that FAA employees have truly earned this increase because of the agency's overall performance as an organization.

continued on page 3

FAA Preparations Look Good as Y2K Approaches

FAA Airline Review Reveals Few Y2K Issues

"One" is the only number for thousands of U.S. carriers, including the 10 largest national airlines. The "one" rating means the FAA has determined that an airline has no Y2K issues that would affect regulatory compliance during the rollover period.

Some 2,578 carriers received the "one" rating, including the 10 U.S. carriers that handle 95 percent of domestic passengers.

Another 146 scheduled passenger or cargo carriers using aircraft with 10 or more seats also received the top rating, as did 2,422 other carriers, most of which provide on-demand, non-scheduled passenger service.

Of the remaining 244 airlines rated, 209 received a "two," which means the FAA is following up to determine whether there are Y2K issues that need to be addressed. The remaining 35 were rated "three," indicating the agency's evaluation found Y2K issues that could affect the airline's

continued on page 4

U.S. Airports Cleared for Y2K Landings

If you're flying domestically on New Year's Eve, fear not. What goes up should come down safely after an FAA review found that none of the nation's federally regulated airports was found to have Y2K-related

problems that would violate safety or security requirements during the rollover into next year.

An FAA review of 565 airports focused on whether they adhered to Federal Aviation Regulations for safety and security, covering such areas as lighting and aircraft rescue and fire fighting response.

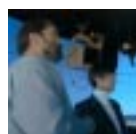
The FAA's Office of Airports conducted site visits and interviews with officials at airports served by aircraft with more than 30 seats. Security regulations apply to airports served by aircraft with more than 60 seats and address the airport's capability to limit access to parts of the airfield and terminal. Y2K contingency plans were also reviewed.

Terminal operations managed by the airport, such as baggage handling, ground

continued on page 4



In This Issue:
Read tips for holiday travel, how to save someone's life, the decline in reports of sexual harassment/misconduct, and more about Core Compensation.



Page 2. Getting the scoop.



Page 8. Keeping it all in the family.



Page 9. Talent show raises funds for CFC.



Page 10. Learning the Heimlich Maneuver.



News in Brief

FAA Buys New Explosives Detection System

The FAA awarded a contract worth up to \$75 million to L-3 Communications to provide as many as 60 explosives detection systems. L-3's eXaminer 3DX 6000 is the third explosives detection system to be certified by the agency. InVision Technologies produces the other certified systems.

The first four units acquired under the contract will be used for testing and to finalize training procedures for airline operators. Once testing is complete and refinements made, up to 56 more systems may be purchased for deployment at the nation's airports.

To date, the FAA has purchased 136 systems for clearing checked bags and more than 600 units for detecting traces of explosives in passengers' carry-on and checked bags. With continued funding, the agency expects to extend the deployment to more than 400 airports across the country.



The FAA plans to purchase L-3 Communications' eXaminer system.

One Last Reminder

FAA managers and supervisors who received the Core Compensation survey have until Dec. 8 to complete and return it.

The FAA Corporate Evaluation Team for Core Compensation sent out the survey to collect information from managers and supervisors about their perceptions of the agency's new compensation system. The results will provide the FAA with information that can be tracked over time to assess the impact of the new system.

A second survey for employees is planned within the next month. For more information, contact Debbie Conway at (202) 267-3028.

FAA Contractor Receives Minority Award

Subsystem Technologies, an information technology company based in Rosslyn, Va., received the 1999 Department of Transportation Minority Enterprise Development Award.

The company supports the FAA's surveillance teams and air traffic control operations. It has worked on a number of agency programs, including engineering work on the ASDE-3 system, upgrading the ASR-9 system, providing technical support for Safe Flight 21, and engineering support for the Airport Movement Area Safety System being installed at major air carrier airports.

Seeing Hard Work Paying Off

The Office of Acquisitions and the En Route Automation Program Office received a professional development briefing at the Baltimore Washington International (BWI) Airport Tower and Terminal Radar Approach Control facility.

The briefing was part of the Model Work Environment Initiative and was arranged so that Headquarters employees could view systems they have developed

and implemented in an actual operational environment.

Agency personnel from the Eastern Region and at BWI organized and conducted the briefings.



Photo: John R. Mills

Tim Helsing, air traffic control specialist at the Baltimore Tower, conducts a briefing for FAA Headquarters personnel, including Melda Dyer, contracting officer in the Office of Acquisition.

Meeting Focuses on NAS Logistics Managers

Associate program managers for logistics got a chance to meet each other and discuss matters of common concern during an offsite meeting — the first of its kind — hosted by the Communications, Navigation, Surveillance and Infrastructure Program Directorate.

Program managers shared experiences and concerns about system supportability issues, and received information on areas that affect integrated logistics support in the fast changing National Airspace System (NAS) environment.

James Washington, Air Traffic System Requirements Service director, delivered the keynote address. He noted the increasing importance of an acquisition process that allows for creativity while remaining firmly grounded in sound logistics support principles.



Core Compensation Qs & As

The following questions and answers concern the issue of the annual budget for Organizational Success Increases (OSI) and Superior Contribution Increases (SCI), the foundations for increasing base pay under the Core Compensation Plan.

What will be the average OSI and SCI? How does this compare to the current annual increase to all employees?

Each year, the total pool of funds available for the OSI and SCI will be equal to the annual government-wide general increase plus 1.6 percent (the annual amount of money the FAA used to spend on Within-Grade Increases and Quality Step Increases).

The administrator will determine each year how much of the pool will be applied toward SCIs, and the remainder will be available for payment of the OSI. The administrator will determine the actual amount of the OSI based on the agency's success in achieving its OSI goals. Since only a small portion of the total pool will be set aside to fund SCIs, the OSI will typically be significantly higher than the general increase, assuming the agency meets its OSI goals.

What is the pool of funds saved from eliminating Within-Grade Increases (WIGs)?

No funds are saved from eliminating WIGs. The funds we previously spent on WIGs (approximately 1.6 percent of base pay) will now be spent on the OSI/SCI program.

Is the Core Compensation Plan really just a way to save the agency money?

No. The Core Compensation Plan is designed to spend the same amount of money as the agency used to spend under the old compensation plan. The FAA is just using the same funds in a different way.

How will the agency ensure that the funds are available for the OSI and SCI?

The funds for OSI and SCI will be "fenced" to ensure the agency's ability to pay increases to employees. The administrator's broadcast message on July 6, 1999 confirmed her commitment to ensure that funds for salaries and future increases are protected.

Will increases provided to other bargaining units (e.g., Air Traffic) reduce the size of increases to other employees?

No. The annual budget for OSI and SCI is based on the amount of funds previously spent on the general increase, Within Grade Increases, and Quality Step Increases for those segments of the FAA workforce that are covered by the Core Plan. These funds will be "fenced" to ensure the agency's ability to pay increases to employees.

People

Belger Nominated for Deputy's Slot

President Clinton has nominated Monte Belger to be the FAA's deputy administrator.

Belger, associate administrator for Air Traffic Services, served as acting deputy administrator from November 1997 until last September, when he returned to his full-time role in Air Traffic.



Monte Belger

Belger joined the agency in 1972 as a security investigator. He has served as executive director for System Operations and Acquisition Oversight, and as associate administrator for Aviation Standards.

Pay Raise

continued from page 1

"I know of the hard work and dedication of FAA employees across this agency and what you are all doing on a daily basis, in unheralded ways, many in supporting roles, to keep the National Airspace System safe, secure, and efficient," she said.

She specifically mentioned the agency's outstanding safety record, improved security, progress on the National Airspace modernization, and turning the corner on two major programs, STARS and WAAS. "I also am encouraged that some of the Free Flight Phase I programs are starting to bear fruit in terms of user benefits," she said.



Getting an Earful

Representatives from FAA senior management are traveling to every region and center over the next six months to hold listening sessions with agency employees.

The program is one of Administrator Jane Garvey's initiatives to improve communication within the agency. It responds to comments expressed in the latest Employee Attitude Survey that senior executives weren't hearing employees' concerns.

Management representatives who have participated so far include Irish Flynn, associate administrator for Civil Aviation Security; Peggy Gilligan, deputy associate administrator for Regulation and Certification; John Hennigan, deputy assistant administrator for Financial Services; and Ruth Leverenz, assistant administrator for Region/Center Operations.

Two listening sessions have been held so far in the Southern Region and at the Mike Monroney Aeronautical Center. Lindy Ritz, director of the Aeronautical Center, actively sought having a session and was impressed with the results. "The feedback we have received has been very positive," she said. "Ruth Leverenz and John Hennigan did an outstanding job of addressing some very tough issues. They conveyed their willingness to really listen and provided honest and candid feedback."



Leverenz (left) responds to a question posed by an FAA employee while Hennigan looks on.



FAA reviews of U.S. carriers and airports found few Y2K-related concerns.

Airport Review

from page 1

transportation, and parking facilities, are not under FAA regulation. However, general information on airport Y2K status was submitted to the International Civil Aviation Organization for airports providing international service.

"We have been working in close partnership with the aviation community since the start of our Y2K effort, and the release of this data is the latest example of that cooperation," said FAA Administrator Jane Garvey. "Our goal is to give the flying public the most up-to-date information regarding Y2K, both domestically and abroad."

For more information, access the Web site at <http://www.fly2k.dot.gov>.

Airline Review

from page 1

regulatory compliance. FAA inspectors will continue close monitoring of the carriers receiving a rating of two or three.

The FAA's review of the carriers focused on ground-based systems such as those that handle crew scheduling, pilot training, and record keeping. Inspectors reviewed information provided by the carriers, and discussed issues that would prevent them from maintaining federal safety standards. The inspectors then based their determinations on the airline data, as well as their day-to-day working knowledge of the carriers.

Onboard systems, which handle flight and navigation, were reviewed earlier by the FAA's Aircraft Certification office and found not to pose a Y2K safety risk because they do not process the year date in a way that would affect flight safety.

The DOT posted this information on its Web site <http://www.fly2k.dot.gov>. Updates will be posted on Dec. 15.



Board Says Reports of Sexual Misconduct at FAA Are in Decline

There has been a steady decline over the past year in the number of allegations and incidents of sexual harassment or related misconduct made by FAA employees, according to Southern Regional Administrator Carolyn Blum.

Blum recently briefed the Management Board on the results of the Accountability Board's first year of operation, which she oversaw.

During its first year, a total of 201 allegations/incidents of sexual harassment or related misconduct were reported to and tracked by the Accountability Board. The Board saw a steady decline in the number of cases reported each quarter, from 58 during the first quarter to 42 in the fourth.

Types of behavior reported remained relatively constant throughout the first year with jokes, comments, and language of a sexual nature accounting for 31 percent of the total number of allegations reported.

The second most prevalent type of behavior reported was misuse of the government computer to access sexually related material from the Internet or use of cc:Mail to send jokes or material of a sexual nature. These cases accounted for 25 percent of the total number of incidents reported.

Of the 201 allegations and incidents, 25 resulted in no action being taken; 59 resulted in verbal or written admonishments or counseling; 42 in letters of reprimand; 48 in proposed suspensions ranging from one to 35 days; and three in proposed removal

from federal service. In addition, several cases resulted in either resignations or retirements in lieu of adverse actions.

Blum reports that the majority of cases were reported within the required two-day time period and that 66 percent of those cases handled internally (i.e., not requiring a formal security investigation) were completed within the prescribed 10-day time period. Of those that went beyond 10 days, 16 percent were completed within 15 workdays of the original due date.

Blum emphasized that while much has been accomplished, much remains to be done, especially in the areas of training and education. "Training efforts must go beyond the mere mechanics of the Board process. They must primarily focus on ways to change employee behavior that adversely affects the workplace," she said.

Blum also noted that effective feedback to both complaining parties and the individuals against whom allegations are made remains a concern and an area in which improvement is needed.

In addition to Blum's briefing, Dick Rodine, deputy director of the Mike Monroney Aeronautical Center, provided preliminary findings from the evaluation of the first year of the Accountability Board.

Rodine and a team of 11 representatives from throughout the agency conducted the extensive, independent evaluation. A comparison of the results of the 1997 Employee Attitude Survey to the evaluation team's survey of more than 1,800 FAA employees showed a 50 percent reduction in the number of supervisory and non-supervisory employees reporting that sexual harassment is a problem in the FAA workplace. A final report will be published shortly.

Blum used the occasion of the briefing to introduce Barbara Smith, the new director of the Accountability Board. In addition to having oversight responsibility for the day-to-day activities of the Board, Smith will provide executive oversight as the Board's role expands to include other discriminatory or harassment issues.

"The data on which the first-year report is based, as well as the results of the evaluation of the first year, affirms that the Accountability Board has made a positive difference in the FAA workplace," Blum stated. She encouraged employees to read the first-year report, which can be accessed on the Human Resources Intranet site at <http://interweb.faa.gov/ahr/policy/memo/memos/1yrcvr1.cfm>.

Editor's note: In the next edition, Smith will resume the series of frequently asked questions about the Accountability Board in an "Ask Barbara Smith" column.



Around the FAA

AAL



Alaskan Region Focuses on Model Work Environment

The Alaskan Region hosted its first Model Work Environment (MWE) Training Conference last month. The theme for the conference was "Building Our Future: Strength Through Unity, Power Through Education, Awareness Through Diversity."

The conference was designed to explore strategies on how to promote and implement the MWE through an increased awareness of Equal Employment Opportunity principles and Model Work Environment knowledge, skills, and abilities.

The conference included workshops addressing the following subjects: building relationships, wellness skills, violence in the workplace, leadership skills, MWE performance standards, diversity, stress management on the job, eliminating discrimination in the workplace, alternative dispute resolution, and cross-cultural communication.

ACE



FAA'ers on the Move

Central Region employees have finally relocated to their new office building.

The new U.S. DOT Regional Headquarters Office Building is located at 901 Locust, Kansas City, Mo., 64106. It also will be the home of other DOT modes, including the Federal Railroad Administration, Federal Transit Administration, National Highway Traffic Safety Administration, Federal Highway Administration, and the Research and Special Programs Administration.

ACT



HOCSR Participants Honored for Their Work

An awards ceremony held at the William J. Hughes Technical Center on Nov. 8 honored the achievements of employees involved in the successful implementation of the FAA's Host and Oceanic Computer System Replacement (HOCSR).

HOCSR replaced the HOST computer and Oceanic Display & Planning and Offshore Flight Data Processing System, and is the foundation for the en route air traffic control system.

Crucial to successful modernization of the National Airspace System, the work performed at the Tech Center laid the foundation for deployment of HOCSR to the nation's 20 FAA Air Route Traffic Control Centers and three oceanic centers.

AEA



FAA Holds ATCT Groundbreaking

A groundbreaking ceremony took place on Nov. 15 for construction of a new \$22.4 million air traffic control tower at Newark International Airport in New Jersey. Newark Airport has the nation's 18th busiest tower, handling more than 460,000 operations in 1998.

The tower will stand 325 feet tall with a 12,000-square-foot building. It is expected to be commissioned in October 2002.

Regional Administrator Arlene Feldman, local dignitaries, and New Jersey congressmen attended the event. "This project reflects FAA's commitment to modernize the nation's air traffic control system at both the regional and national levels," Feldman said.



Arlene Feldman (right) and other dignitaries break ground for construction of a new tower at Newark International Airport.



AGL



Great Lakes, Southern Regions Launch RFI Investigation

Representatives from Great Lakes and Southern Regions joined together to resolve a radio frequency interference (RFI) incident occurring in both the Indianapolis and Atlanta Air Route Traffic Control Centers' airspace. Also joining in the effort were representatives from the Spectrum Assignment and Engineering Division.

An Aviation System Standards flight-check aircraft modified to identify the direction of radio signals was dispatched to Louisville, Ky., while a Great Lakes Region engineer assisted the crew with the direction-finding equipment and located the interference atop a water tower in Crossville, Tenn. The signal was found to be a paging system. Southern Region contacted the system owner for reparations and compliance with Federal Communications Commission standards. No further interference has been reported in the affected airspace sectors.

AMC



Executive Listening Session Held

The Mike Monroney Aeronautical Center hosted the second Executive Listening Session (see related article on page 4) on Nov. 16. Ruth Leverenz, assistant administrator for Region and Center Operations, and John Hennigan, deputy assistant administrator for Financial Services, fielded questions from employees on a variety of subjects, including Core Compensation, the Fiscal Year 2000 budget, and NATCA pay.

The session proved successful, with 250 people in attendance for the managers and supervisors session and more than 400 at the all-employee session.



Rocketry becomes artistry in this nicely composed photo of a rocket launch at an event co-sponsored by the New England Region. It was taken by Lise Reichard from the New England Region.

ANE



New England Region Co-Sponsors Science and Space Day

The FAA's New England Region co-sponsored a Science and Space Education Day Nov. 18 in conjunction with the Rhode Island Aviation/Space Education Council.

The agency, along with the Department of Transportation, hosted several booths at the event. Students were excited to see the array of possible careers the DOT had to offer. The day began with a student-lead bottle rocket launch, followed by a single-stage rocket and advanced rocket competition.

The day ended with the NASA launch of a Viper-Dart rocket into low orbit.

Some 3,000 students, educators, government volunteers, and military personnel attended the event.

ASO



Error Free for a Decade

The Columbia (S.C.) Air Traffic Control Tower recently reached a milestone of excellence. For 10 years and more than 2.5 million operations, the tower staff has maintained a perfect record of no operational errors or deviations.

The tower handles 200 scheduled jet, commuter and cargo operations per day, and provides air traffic control of local flight schools. Phil Fuller, tower manager, said that there was a "culture of excellence" when he arrived at the tower in 1992, and he has tried to nurture that attitude since.

He cited the support provided daily by personnel from Airways Facilities and surrounding air traffic facilities, as well as coordination with the local Flight Standards District Office personnel, Airport Operations and other groups.

Fuller says the tower's next goal is 3 million error free operations.



Around the FAA

continued from page 7

ANM



Events Scheduled for People with Disabilities

Two expositions were held in the Northwest Mountain Region as part of National Disability Employment Awareness Month. The purpose of the expos was to display equipment and services available to assist people with disabilities.

The first event was held at the Technical Operations Center in Denver. FAA employees from the Denver TRACON and the Center visited with representatives from the Center for People with Disabilities, National Disabled Sports Foundation of Winter Park, and Developmental Disabilities Resource Center.

The second event was held at Regional Headquarters and featured representatives from The Hearing, Speech, and Deafness Center; The Asthma and Allergy Foundation; Kitsap Applied Technologies; King County Labor Agency; and The Community for the Blind.



"Think Ability" was the theme of two information expos held during National Disability Employment Awareness Month.

ASW



Southwest Region Hosts Airport Conference

Some 175 airport sponsors, city officials, consultants, and aviation professionals attended a workshop hosted by the Southwest Region Airports Division.

The back-to-basics workshop was geared primarily toward smaller airports and focused on day-to-day issues such as grants and development, compliance, and maintenance. Speakers included FAA representatives from the Airports and Air Traffic divisions and the Airports Compliance Program in Washington.

Each year, the Airports Division hosts a "mini-conference" and an expanded partnership conference. The next partnership conference is scheduled for February 2000.

AWP



All in the Family

Steve and Cynthia Rietz became the first married couple to be named air traffic controllers of the year (Flight Service option) by the Air Traffic Control Association (ATCA). Steve and Cynthia met during their initial flight service station training at the FAA Academy in 1989. They began working together in 1991 at the Hawthorne Automated Flight Service Station.

They were recognized in part for their educational efforts when the FAA converted its current and forecast weather reports to an International Civil Aviation Organization format. They provided briefings on these changes at schools, pilot meetings and safety seminars, and developed materials used in their training. During the past three years they have instructed more than 1,000 pilots.

Their close working relationship developed into an even closer personal relationship when they married in September 1998.



Steve and Cynthia Rietz are the first married couple to be honored as air traffic controllers of the year by ATCA.



Storming the Stage

A star-studded extravaganza featuring some of the biggest names in entertainment graced an FAA Headquarters stage to raise money for the Combined Federal Campaign. The Blues Brothers, comprising Air Traffic Service employees Jim "Jake Blues" Washington, John "Elwood Blues" Staples, Jim Hevelone and Mark Hoover, performed the old Sam and Dave classic, "Soul Man."

Sonny and Cher sang their timeless hit, "I Got You Babe," with Steve Pansky's performance every bit as charismatic and forceful as the real Cher's, and Eileen Hohman performing as well as Sonny ever did.

Audiences at two packed shows got a chance to watch 15 acts sing, perform skits, and participate in popular game shows, including "Family Feud" and "Jeopardy."

Videotapes and T-shirts were sold to commemorate the event, which could bring in as much as \$2,000 for the CFC.



The Blues Brothers — Jim Washington, John Staples, Jim Hevelone and Mark Hoover — keep it cool backstage.

Steve "Cher" Pansky and Eileen "Sonny" Hohman reprise their hit, "I Got You Babe."



Mary Catherine Gallagher — a.k.a. Abby Smith — shows her nerves prior to the show.





Save a Life

Jim Adkins, an air traffic control specialist, recently received an award from his supervisors for helping to save the life of a fellow employee.

Adkins was in the break room at the Raleigh (N.C.) Tower when a co-worker began to choke. Adkins immediately performed the Heimlich maneuver, which dislodged the obstruction in the co-worker's throat.

The potential for tragedy in these types of situations reinforces the need for employees to familiarize themselves with the Heimlich maneuver.

The universal distress signals for choking are the inability for the victim to speak, breathe or cough. The victim may clutch the neck with the thumb and fingers. The cause is usually food or some other object stuck in the windpipe. Victims may have only four to eight minutes to live in such a situation.

When an adult exhibits signs of choking, tell someone to call 911, then follow these procedures:



Adult victim is sitting or standing:

1. Stand behind the victim.
2. Wrap your arms around the victim's waist.
3. Make a fist with one hand. Place the thumb side of the fist against the victim's abdomen, in the midline slightly above the navel and well below the rib cage.
4. Keep the thumb side of the fist against the stomach and grasp the fist with the other hand.
5. Press the fist into the victim's abdomen with a strong, quick, upward thrust.
6. Repeat the thrusts and continue until the object is expelled from the airway.



Adult victim is lying on the floor:

1. Turn the victim face up.
2. Kneel astride the victim's thighs and place the heel of one hand against the victim's abdomen, above the navel but well below the rib cage.
3. Place the second hand directly on top of the first.
4. Press into the abdomen with a quick, upward thrust.
5. A series of five abdominal thrusts should be continued until the foreign body is expelled.



Ten Ways to Keep Holiday Travel Smooth

Holiday travelers won't be able to do much about crowded flights or weather delays during the upcoming holiday season, but they can follow a few tips from the FAA to make sure that boarding their flights isn't any harder than it should be.

Here are some simple suggestions to keep in mind when preparing to fly during the holidays.

1. Arrive at the airport early. Holiday crowds coupled with current security measures may increase the time you need to check in. Build extra time into your schedule if you need help with infants, young children, elderly or disabled passengers, or passengers with medical conditions.

2. Parking lots may be full, so consider using public transportation or having a friend drop you off. If you are driving, add extra time to your schedule.

3. Don't leave your car unattended in front of the terminal and be sure to observe all parking restrictions. Because of increased security, local parking rules are being strictly enforced.

4. Keep your photo identification handy. Some airlines require you to have proper identification to fly. If you do not have a photo identification card, make sure you have two pieces of identification, one of which must be issued by a government authority. Minors are not required to have identification. Failure to have proper identification may result in additional security scrutiny.

5. For international flights, airlines are required to collect your full name and ask you for a contact name and phone number. The Department of Transportation recommends that you provide the information.



Travelers should plan on arriving at the airport early during the holiday season to make boarding their flight as smooth as possible.

6. Keep your eyes open for unattended packages and bags, and report them to authorities. Watch your bags and don't accept packages from strangers.

7. Be prepared to answer questions about who packed your bags and whether you might have left them unattended at any time. Think carefully and answer honestly. History has shown that criminals and terrorists use unwitting passengers to carry bombs or other dangerous items on board aircraft, either by tricking passengers into carrying packages or by simply slipping items into unwatched bags. Answering "yes" to either question will lead to only a little extra scrutiny of the bag.

8. Do not joke about having a bomb or firearm in your possession. Security personnel are trained to react when they hear these words. Penalties can be severe, and can include the possibility of time in prison and/or fines.

9. Both carry-on and checked bags are subject to being hand-searched, so it's a good idea to leave gifts unwrapped until after you arrive at your destination. If airline

security personnel cannot determine by X-ray the contents of a package, they can and will open it, or ask you to open it, for inspection.

10. Leave your firearms at home, and do not pack fireworks, flammable materials, household cleaners, or pressurized containers. Remember that violators of hazardous materials regulations are subject to civil penalties of up to \$27,500 per violation, as well as possible criminal prosecution.

If you would like to find out if there are any special travel advisories in effect, call the Department of Transportation's Travel Advisory Line at 1-800-221-0673.



Back to Headquarters

Credit Union Announces Y2K Compliance

The Transportation Federal Credit Union said its banking systems are Y2K compliant and expects no problems when the calendar rolls over into the New Year.

The credit union continues to test and retest all of its systems and their interfacing with outside systems, and has met compliance timetables set by the National Credit Union Administration, which regulates the credit union.

For those credit union members who feel the need to have extra cash on hand for the New Year, the credit union suggests that they withdraw only enough money to cover a long weekend. Larger withdrawals would be an overreaction, it stated.

The credit union also suggests that members match their transaction receipts to their periodic statements. These records will help resolve any account errors that might occur due to the Y2K change.

For more information on the credit union's Y2K plans, call (202) 366-2414 and leave a message in the voice mailbox.

HQ Core Comp Fair Scheduled

Employees who have questions concerning the Core Compensation Plan can attend an information fair on Jan. 5 in the Bessie Coleman Conference Center.

Questions will be answered on a one-on-one basis by experts on a variety of issues, including pay conversion, market survey, Organizational Success Increases, and Superior Contribution Increases.

Employees can update the information they already have and hear the latest information on the implementation plan. Informational materials and handouts will be available.

At press time the fair hours were not set. Watch for a Broadcast Mail message detailing the exact time.

A Candle of Hope

Patricia Finlay, a secretary in the Office of Air Traffic Systems Development, found an inspiring way to spend a Saturday recently.

She joined a busload of volunteers organized by the Congressional Black Caucus for a trip to Wilson, N.C., to help cleanup efforts after one of the recent hurricanes. She had been watching the plight of flood victims on the evening news and felt the need to help, she explained.



Patricia Finlay

The drive through the surrounding area gave Finlay and the other volunteers an idea of the devastation suffered by the locals. Their bus passed through Princeville, where homes had been washed off their foundations and rubble lay on top of cars.

Fortunately, the damage in Wilson was not quite as severe, but it took a long, hard day's effort to clean up homes in a public housing unit.

After washing up at a local high school, the volunteers attended a fundraising concert featuring Bebe Wyman and Shirley Caesar, whose home had suffered extensive damage as well.

"It's very devastating to see people with no places to go," Finlay said. Many people were living in temporary trailers with few, if any, possessions.

But Finlay said she felt inspired by the trip, which concluded with a candle-lighting service after the concert. "It was so glorious to see everybody holding a candle of hope," she noted.

FAA Blood Mobile

The FAA is sponsoring a blood drive on Dec. 8 in Room 5ABC from 9:30 a.m. until 3:30 p.m. Donors should stop by the clinic in Room 328-329 to sign up for an appointment ahead of time so that the Red Cross can staff appropriately.

For more information, contact Peggy Terry at x73405.

FAA Intercom

Diane Spitaliere
Manager, Media and
Internal Communications Division

Jim Tise
Editor
Tel.: (202) 267-3443
Fax: (202) 267-5965

Barbara Downs
Editorial Assistant

Published biweekly by
The Federal Aviation Administration
Office of Public Affairs
Media and Internal Communications
Division, APA-300
800 Independence Avenue, SW
Washington, D.C. 20591

The *FAA Intercom* is available on-line at
www.faa.gov/apa/intercomindex.htm.
For circulation/distribution questions,
call (202) 267-8735